Government of
Saskatchewan

Annual Report
1986-87

Saskatchewan
Rural
Development

88-03472/

Annual Report 1986-87

Saskatchewan Rural Development

for the fiscal year ending
March 31, 1987

Minister
Hon. Neal Hardy

Saskatchewan
Rural
Development

3085 Albert Street
Regina, Saskatchewan
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Table of Contents

Letters of Transmittal	1
Mission and Objectives	2
Organizational Chart	3
Saskatchewan Rural Municipalities	4
Administrative Services	5
Municipal Grants	6
Drafting Services	7
Board of Examiners	7
Municipal Employees' Superannuation	8
Community Planning Services	9
Planning and Research	10
Ferry Services	15
Bridge Services	18
Road Services	20
Municipal Management and Finance	34

Letters of Transmittal

The Honourable Fred W. Johnson,
Lieutenant Governor,
Province of Saskatchewan

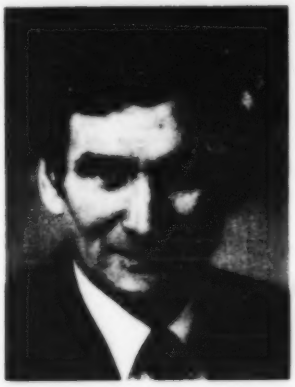
Sir:

I have the honour of submitting the annual report of the Department of Rural Development for the year ending March 31, 1987.

Respectfully submitted,

Neal Hardy

Neal H. Hardy,
Minister of Rural Development



Honourable Neal H. Hardy
Minister of Rural Development

The Honourable Neal H. Hardy,
Minister of Rural Development,
Regina, Saskatchewan

Sir:

I wish to present to you the annual report for the Department of Rural Development for the twelve months ending March 31, 1987.

Respectfully submitted,

W. H. Reader,
Deputy Minister of Rural Development

W. H. Reader
Deputy Minister of Rural Development

Mission and Objectives

Mission:

The Department of Rural Development's mission is to research, develop and administer programs and policies which enhance the socio-economic well-being of rural residents in a manner which achieves maximum benefit from the resources and mandate prescribed by the Government of Saskatchewan.

Objectives:

— To co-ordinate the provincial government's efforts in rural development.
— To maintain and enhance the rural way of life.
— To support economic and social development in rural areas.
— To foster local initiative and control in matters affecting rural residents.
— To enhance the role and autonomy of municipal governments.
— To improve the range and quality of services available to rural people.

Programs:

Designated Road Program

— To provide financial and technical assistance.
— To establish and maintain roadway standards.
— To ensure traffic safety standards.

Community Planning.

— To assist rural municipalities with their community planning and resource management endeavours.
— To encourage appropriate municipal land use and resource management practices within rural Saskatchewan.
— To administer "The Planning and Development Act" through the process of reviewing development plans, zoning bylaws and subdivision proposals pertaining to Rural Municipalities.
— To administer the Abandoned Railway Right-of-Way Land Use Program.
— To represent Rural Development in the Environment Impact Assessment review process.
— To review rural-urban annexation proposals from a Rural Development perspective.

Municipal Management and Finance

— To provide an advisory and consultative service.
— To draft proposed legislative amendments.
— To provide statistical reports.
— To review financial statements, budgets and accounting procedures.

Revenue Sharing

— To provide funding through annual grants to rural municipalities to ensure fiscal viability.

Planning and Research.

— To provide road planning services.
— To provide input for program and policy development to best serve the interests of rural municipalities.
— To allocate the unconditional revenue sharing funds to rural municipalities and organized hamlets.
— To conduct departmental research on policies and programs affecting rural municipalities and rural residents.
— To administer the traffic safety program that provides financial and technical assistance to rural municipalities.

Bridge Program

— To provide financial and technical assistance for the construction and maintenance of bridge facilities.
— To maintain an inventory of bridges and the condition of bridges in Rural Municipalities.

Ferry Program

— To operate provincial ferry crossings as part of traffic management and transportation access in the municipalities.

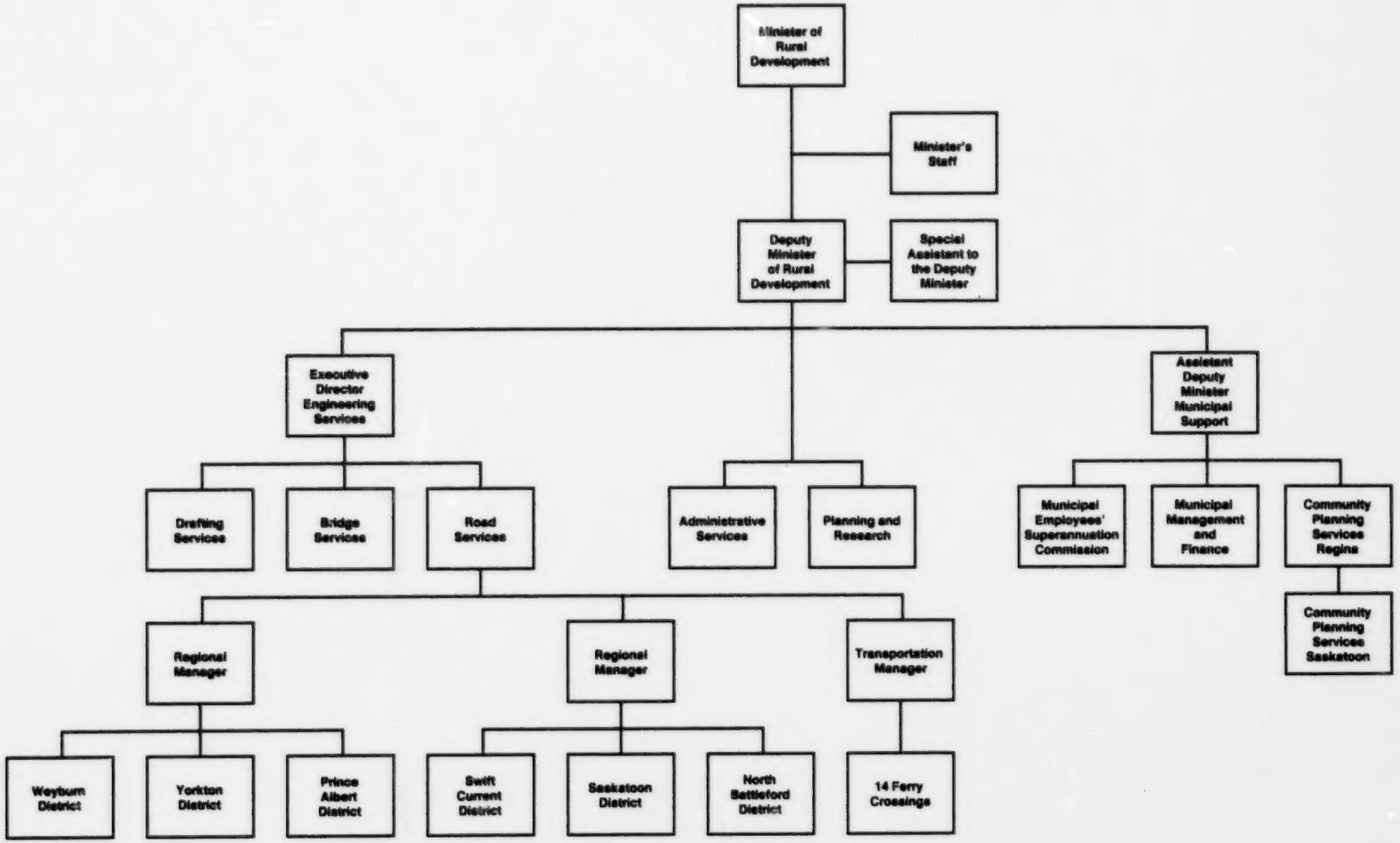
Municipal Employees' Superannuation

— To administer a program which provides long term income security for participating employees and their dependents.

Rural Development Corporations

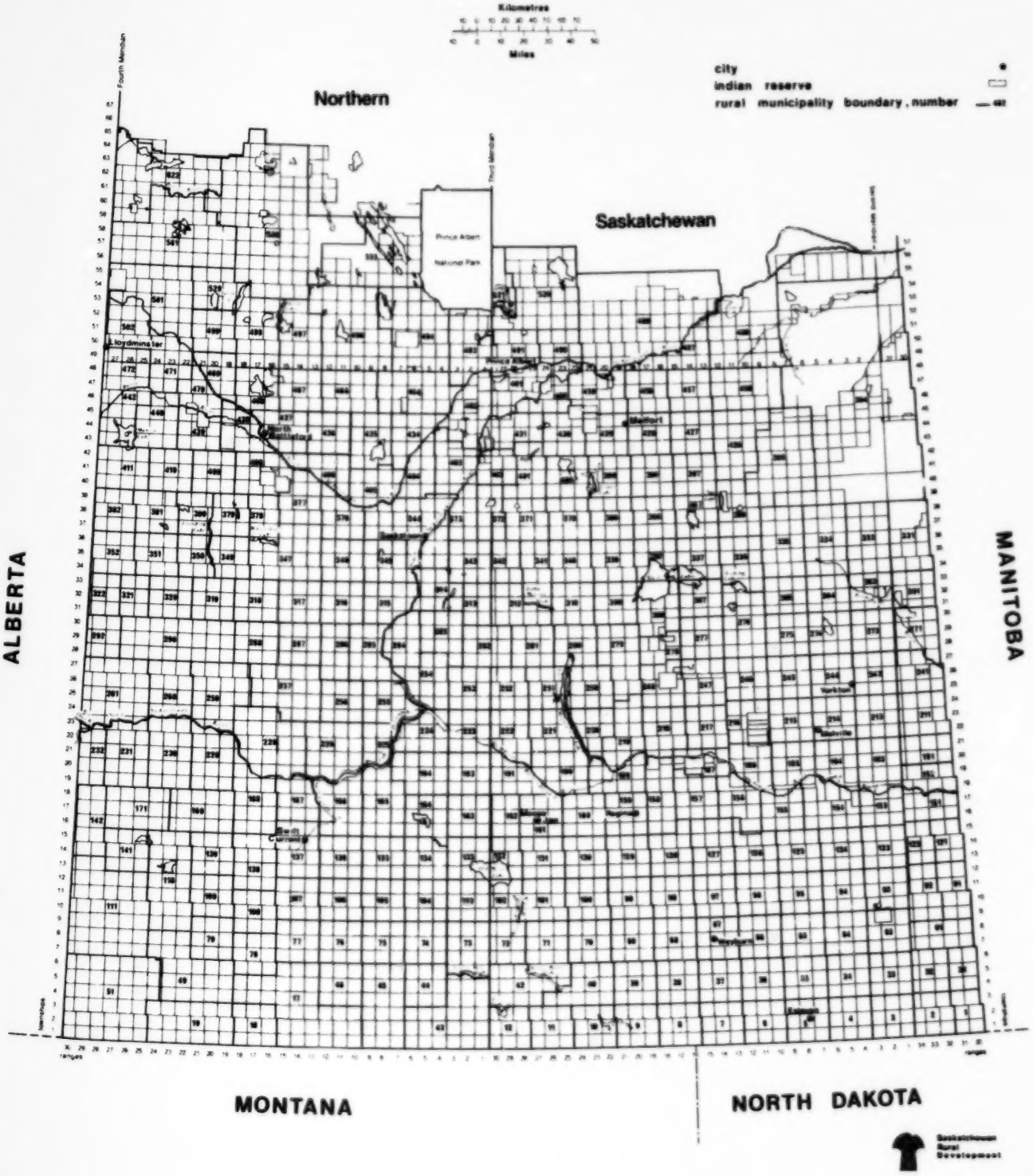
— To facilitate the social and economic development of Rural Development.

Organizational Chart



March 1987

SOUTHERN
SASKATCHEWAN
RURAL MUNICIPALITIES



Administrative Services

The Administrative Services Branch provided central support services to all branches of the Department in the areas of accounting, purchasing, budgeting, personnel, training, mail, space allocation, and government vehicle control.

Permanent Establishment (March 31, 1987)

	Regina	Regional	Total
Executive and General Administration	18	—	18
Municipal Financial Management	6	—	6
Planning and Research	5	—	5
Municipal Employees' Superannuation	5	—	5
Road Services	6	43	49
Bridge Services	6	—	6
Drafting Services	5	—	5
Ferry Services	0	2	2
Community Planning	9	6	15
	60	**51**	**111**

Expenditures

	1986-87		1985-86	
Program Services:				
Administration	907,011		1,071,200	
Ferry Services	1,595,216		1,371,850	
Planning and Research	307,832		322,980	
Municipal Employees' Superannuation	171,023		180,000	
Municipal Management and Finance	306,450		316,850	
Community Planning	672,319		634,740	
Road Services	2,318,872		2,262,880	
Bridge Services	267,825		253,750	
Drafting Services	180,768		177,610	
Sub-Total	**6,727,316**	**12%**	**6,591,860**	**12%**
Grants:				
Rural Revenue Sharing	48,497,202		47,133,420	
Rural Develop. Corp's	73,514		—	
Indian Reserve Roads	87,139		80,000	
SARM, RMAA	6,000		6,000	
Sub-Total	**48,663,855**	**88%**	**47,219,420**	**88%**
Department Total	**55,391,171**	**100%**	**53,811,280**	**100%**

Municipal Grants

Rural Revenue Sharing

Under the province's revenue sharing program, Saskatchewan Rural Development distributes annual grants to R.M.'s. In 1986-87 rural municipalities shared over $48 million for specific projects and locally determined programs.

Unconditional Grants

Grants totalling $17,276,775 were paid to rural municipalities on an unconditional basis according to the established formula.

Conditional Grants

Conditional grants for rural municipalities were paid out during the year under review for the following purposes:

Primary Grid	$ 8,088,963
Main Farm Access Roads	10,169,244
Bridges	2,264,886
Maintenance	3,722,283
Industrial Access Roads	700,636
Resort Roads	496,884
Traffic Safety	92,144
Traffic Counts	188,085
Regional Park Roads	505,940
Indian Access Roads	52,104
Timber Roads	89,549
Fire	215,028
Recreation	190,834
Legal Surveys	142,027
Regravel	4,301,820
Total	**$31,220,427**

Inter-Municipal Programs

Municipalities which agree to offer common recreation and fire protection services to their residents are eligible for inter-municipal revenue sharing grants.

Two or more neighbouring municipalities may qualify through a formal agreement, and in some cases an association is necessary to administer the services. It is up to an individual municipality to initiate the agreement and to work out the terms and conditions.

Heavy Haul/High Volume Roads

This program was introduced in 1986 to provide rural municipalities with extra assistance on the higher costs of constructing heavy haul and high volume roads. This activity was funded through the Employment Development Agency in 1986-87, with an expenditure level of $1,859,236.

Assistance for Construction of Roads in Indian Reserves

This program provides for the construction of designated roads on Indian Reserves. Under agreement with the Federal Government the Province recovers 80% of construction costs. Grants in the amount of $87,139 were paid during 1986-87.

Municipal Associations

A grant of $5,000 was paid to the Saskatchewan Association of Rural Municipalities and a grant of $1,000 was paid to the Rural Municipal Administrators' Association in support of their operations.

Rural Development Corporations

A new program to encourage inter-municipal co-operation in socio-economic development was initiated in August 1986. The program provides financial assistance to establish and operate a regional development body, comprised of four or more adjacent municipal members, one of which must be a rural municipality.

During 1986-87, two rural development corporations were established and were granted operating funds. The Poplar Hills R.D.C. comprised of 3 urban and 3 rural municipalities in the Wood Mountain region, and the Sage Hills R.D.C., comprised of 5 urban and 1 rural municipality near the location of the former Canadian Forces Station Dana, each received $25,000.

Drafting Services

Rural Development's Drafting Services Branch provides drafting, graphic and technical support services to all branches and districts of the department. The branch provides an extensive rural map library distribution centre with sales to the private sector and general public.

During the year under review, this branch prepared 1 compiled plan for organized Hamlet status, and 1 R.M. zoning and plan map indicating land use criteria. 299 rural municipal road construction project maps were updated with 1213.9 km of new construction. From field notes, 68 rural municipal inventory maps were revised showing road standards, farm residences, urban centres, lakes, rivers and railways in each rural municipality. Revisions to the Saskatchewan Grid Road maps were carried out and 50,000 copies of the 1986 map were printed and distributed free of charge.

Board of Examiners

The Board of Examiners (Rural), appointed under the provisions of The Department of Rural Development Act, is responsible for the issuance of certificates of qualification to administrators of rural municipalities. The Board consists of one staff member of the Department who serves as chairman, one representative from the Saskatchewan Association of Rural Municipalities and one representative from the Rural Municipal Administrators' Association.

Type of Certificate	Number Issued — 1986-87
Rural Class "C"	28
Rural Class "A"	19
Rural "Superior A"	8

Municipal Employees' Superannuation Plan

Composition of Commission

The Commission administrating the provisions of The Municipal Employees' Superannuation Act is comprised of nine members:

- Chairman — Appointed by the Lieutenant Governor in Council
- Member representing Urban Employees — Appointed by the Minister of Rural Development
- Representative of Policemen and Firefighters — Appointed by the Minister of Rural Development
- Six other members named by their respective associations namely:
  - The Saskatchewan Urban Municipalities Association
  - The Saskatchewan School Trustees' Association.
  - The Saskatchewan Association of Rural Municipalities
  - The Rural Municipal Administrators' Association
  - The Association of School Business Officials
  - The Association of Community Colleges

Participants in Plan

- Employer Members — (approximately 700)
  - some cities
  - towns and villages
  - rural municipalities
  - school divisions
  - community colleges
  - regional public libraries
  - various associations, e.g. SUMA, SARM, etc.
  - Municipal Hail Insurance Corporation

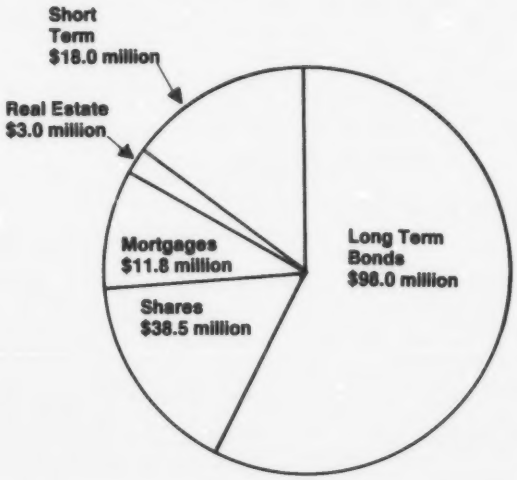
- Employee Members — (approximately 4,900)
  - city and town administrators
  - policemen and firefighters
  - rural municipal administrators
  - teacher aides
  - motor patrol operators
  - caretakers
  - clerical workers

— **Comparative Statistics** (Millions of Dollars)	1986	1985	1984
— Investment Holdings (Amortized Cost)	169.5	146.7	123.2
— Contributions to Plan (Employee and Employer)	12.4	11.9	10.7
— Superannuation Payments	3.36	2.94	2.28
— Refunds, Transfers, and Estate Payments	1.416	1.324	.994

In view of the fact that the unit formula benefit plan, which made it compulsory for municipal employees to contribute to the fund, did not come into existence until July 1, 1973, the ratio of superannuated members to contributing members is very low. This being the case, the current pension costs are only a small percentage of current contributions.

Investment Portfolio as at December 31, 1985

(Total Value $146.7 Million)



Solvency

The Municipal Employees' Superannuation Plan is fully funded by contributing municipal employees and their employers; however, the Provincial Government pays all administration expenses incurred in the administration of The Municipal Employees' Superannuation Act. An actuarial study completed in 1984 indicates that the fund is in excellent financial condition, having an accumulated surplus of approximately $9.3 million. The next evaluation of the plan will be conducted in the spring of 1987.

Annual Report

The Municipal Employees' Superannuation Commission prepares its own annual report each year which reflects all the details of the plan's activities, and includes audited financial statements.

Community Planning Services

The Community Planning Services Branch assists the province's 299 rural municipalities and 18 advisory district planning commissions with their responsibilities. The Planning and Development Act, 1983, the Subdivision Regulations and the Dedicated Lands Regulations provide the enabling legislation by which R.M. Councils can adopt planning and zoning bylaws and manage development proposals.

Additional branch administrative responsibilities include The Municipal Expropriation Act as it pertains to rural municipalities; representing Rural Development in the Environmental Assessment Review process; liaison with Urban Affairs, respecting annexations, inter-municipal, rural and lake management planning programs; Qu'Appelle Valley land use planning; and the Abandoned Rail Line Disposition Program.

As statistics to the end of 1986-87 fiscal year, there were:

— 18 Advisory district planning commissions
— 2 District development plans
— 24 District zoning bylaws
— 3 R.M. development plans
— 7 R.M. Basic Planning Statements
— 129 R.M. zoning bylaws
— 178 R.M. councils provided with planning assistance

During 1986-87 fiscal year, planning bylaw adoption progress was as follows:

— 1 New Development Plan
— 1 New Basic Planning Statement
— 60 R.M. development plan admendments
— 3 New zoning bylaws approved
— 64 Zoning bylaws amended
— 6 R.M.s with interim development control
— 60 R.M.s requested assistance in preparing planning bylaws

As joint responsibilities with other agencies, the following were completed:

— 26 Environmental Impact Assessment reviews
— 35 Municipal boundary alterations
— 5 Urban Affairs subdivision referrals

Current progress in the Abandoned Railway Right-of-Way Disposition Program is as follows:

— 53 local advisory committees are projected to be responsible for the management and disposition of abandoned railway rights-of-way transferred to the province.
— 29 committees have successfully concluded their disposition duties.

Subdivisions are activity during 1986-87 was as follows:

— 1,489 subdivision proposals received
— 1,251 subdivision approvals issued
— 24 subdivisions refused
— 169 subdivision files closed
— 25 subdivision re-approvals
— 271 subdivision files active
— 13 public reserve status changes

Highlights of branch activity to the end of 1986-87 were as follows:

— Significant satisfactory municipal response to the new Planning and Development Act, 1983.
— Successful progress in abandoned railway right-of-way disposition.
— Completion of several lake management programs, development plans and zoning bylaws.
— Co-ordination of Qu'Appelle Valley transition program involving 20 rural municipalities.
— Resolution of several longstanding development concerns.
— Implementation of new municipal planning and zoning bylaws including the first rural municipal basic planning statements.

In summary, there continues to be significant rural municipal interest in development planning. R.M. requests for branch assistance in the appropriate management of development are frequent. Ongoing co-ordination and consultation through the planning process ensure municipal autonomy and successful decision-making at the local level.

The branch maintains two regional offices in Regina and Saskatoon. Branch staff includes seven professional planners, six full-time planning technicians, two full-time clerk typists and one part-time clerk typist.

Planning & Research

During the year under review, the Planning and Research Branch was responsible for designating and co-ordinating road system planning for rural municipalities, conducting research into rural issues, development and transportation, distribution of unconditional revenue sharing funds and provided research, technical and financial assistance to rural municipalities to reduce the social and economic loss due to municipal traffic accidents.

Road Planning

During the 1986-87 fiscal year, the branch reviewed applications for 1,520 kilometres of roadway in 135 rural municipalities. These locations were examined and 161 kilometres of roadway were classified into various road assistance programs. Under revenue sharing a further 203 kilometres were approved under the Heavy Haul and High Volume road program.

The designated road system in 1986-87 consisted of 54,800 kilometres thereby committing the Government to funding approximately one-third of Saskatchewan's municipal road system.

The Heavy Haul and High Volume road program, initiated in June 1985, provides incremental funding to rural municipalities on roads which carry heavy haul or high volume traffic. Applications for 2,783 kilometres of Heavy Haul and High Volume road were received and 799 kilometres were approved for assistance to the end of the fiscal year.

To facilitate road planning, traffic studies were carried out on 4,600 kilometres of road by our staff. Vehicle classification studies were carried out at numerous locations to determine the level of truck traffic on the roads under study.

Summer staff conducted inventory in 68 rural municipalities to update our road inventory and planning maps.

The rural road inventory provides an essential information base on existing roads and standards, farm homes, industries, resort developments, etc. that is required in planning and assessing the roadway needs in each rural municipality.

In addition, the road class information is one of the input factors in the calculation of the unconditional revenue sharing grant.

Under branch supervision, consulting engineers conducted traffic studies in 60 rural municipalities. The traffic data forms the basis for designating roadways eligible for provincial assistance, and road design standards. Eligible maintenance grants to rural municipalities are also based on traffic volumes.

The traffic data is in regular demand by various government agencies and rural municipalities which rely on the data to establish their construction and maintenance priorities.

The branch was responsible for setting up Timber Haul Road Maintenance agreements in nine rural municipalities whereby the Department of Rural Development pays 100 percent of the maintenance cost on the designated haul routes up to a maximum of 3.73¢/cord/km. The maintenance agreements compensate rural municipalities for overweight hauling of timber.

Research

In the fiscal year 1986-87, the focus of the research division was directed at ensuring department programs reflected the changing needs of rural municipalities.

Areas of research included:

- Road rationalization.
- Research into rural revenue sharing to ensure equitable distribution of conditional and unconditional funding.
- Research into municipal financing.
- Review of grain transportation issues.

Research projects undertaken during the year included:

- 1986 mill rate survey including municipal, school and hospital mill rates.
- Analysis of unconditional and conditional grant options.
- Municipal gravel costs.
- Road rationalization options.
- Review of the Local Government Finance Commission recommendations regarding the unconditional grant and road rationalization.
- Analysis of organized hamlet reserve accounts.
- Speed studies on municipal roads.
- Transfer of conditional revenue sharing funds to unconditional.
- Review of oil surfaced road maintenance assistance.

Revenue Sharing

The branch was responsible for reviewing and updating the input into the equalization grant formula to ensure an equitable distribution of funds.

The branch determined the distribution of $16,480,985 unconditional revenue sharing funds to rural municipalities for the 1986-87 fiscal year.

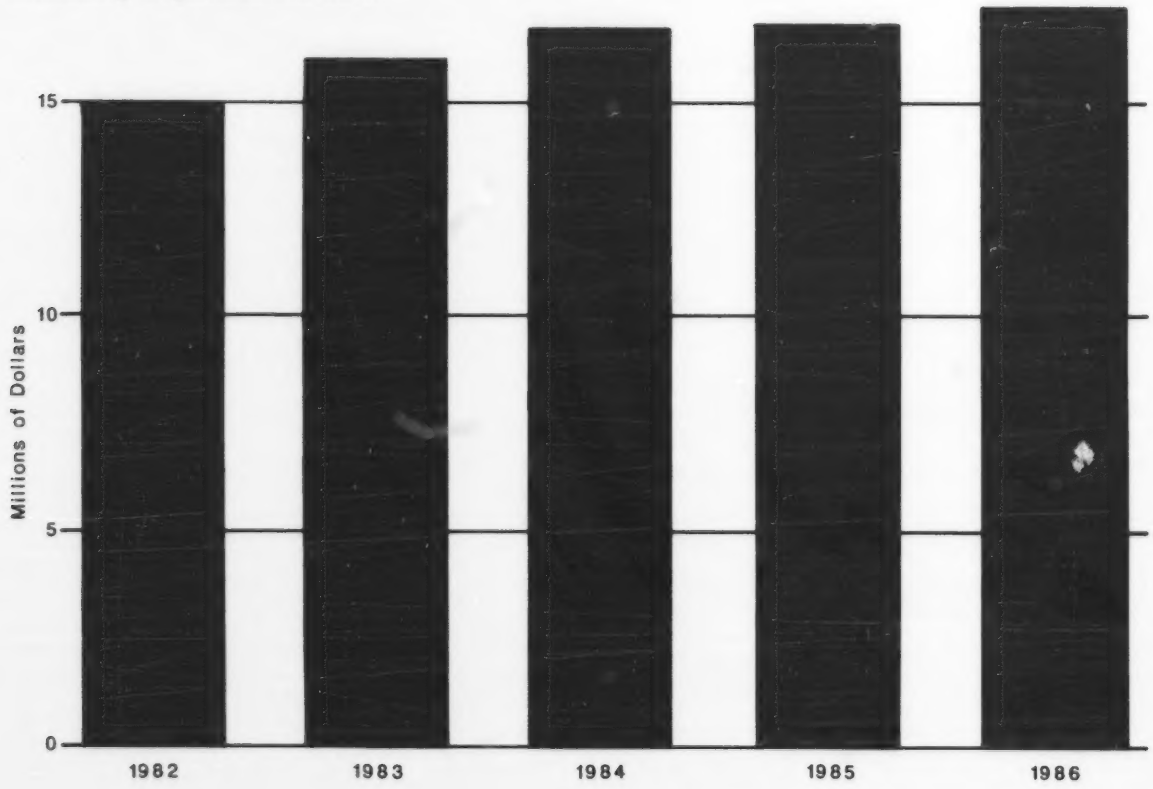
The branch also determined the Main Farm Access construction assistance rate for each rural municipality. This rate forms the basis of provincial assistance for all our road programs.

The branch was responsible for the distribution of organized hamlet grants. For the 1986-87 fiscal year $795,249 was allocated to 154 hamlets.

The grant consisted of a base amount and a per capita grant to assist small communities in providing services.

Unconditional Revenue Sharing Grants

(Including Organized Hamlets)



Traffic Safety

An expanded Traffic Safety Program implemented in 1982 has been well received by the municipalities. This program provides assistance to rural municipalities for traffic safety countermeasures which include signing, clearing of sight triangles, centreline striping and intersection improvements. During 1986-87, 83 rural municipalities participated in the program.

Through the "Traffic Accident Information System" this branch, in conjunction with the district office staff, is able to monitor and analyze municipal road traffic accidents to identify and correct roadway deficiencies.

Throughout the year, a number of recommendations were made to rural municipalities for improvements of potentially hazardous locations.

Year end accident information is forwarded to rural municipalities. This information, enables rural municipalities to take corrective action and contribute to reducing the municipal accident rate and the economic loss. The economic loss due to property damage accidents declined from $12.1 million in 1985 to $11.2 million in 1986.

Since 1982, there has been a trend to fewer accidents, fatalities and injuries on the municipal road system. These reductions can be partly attributed to the Traffic Safety Program.

Signing

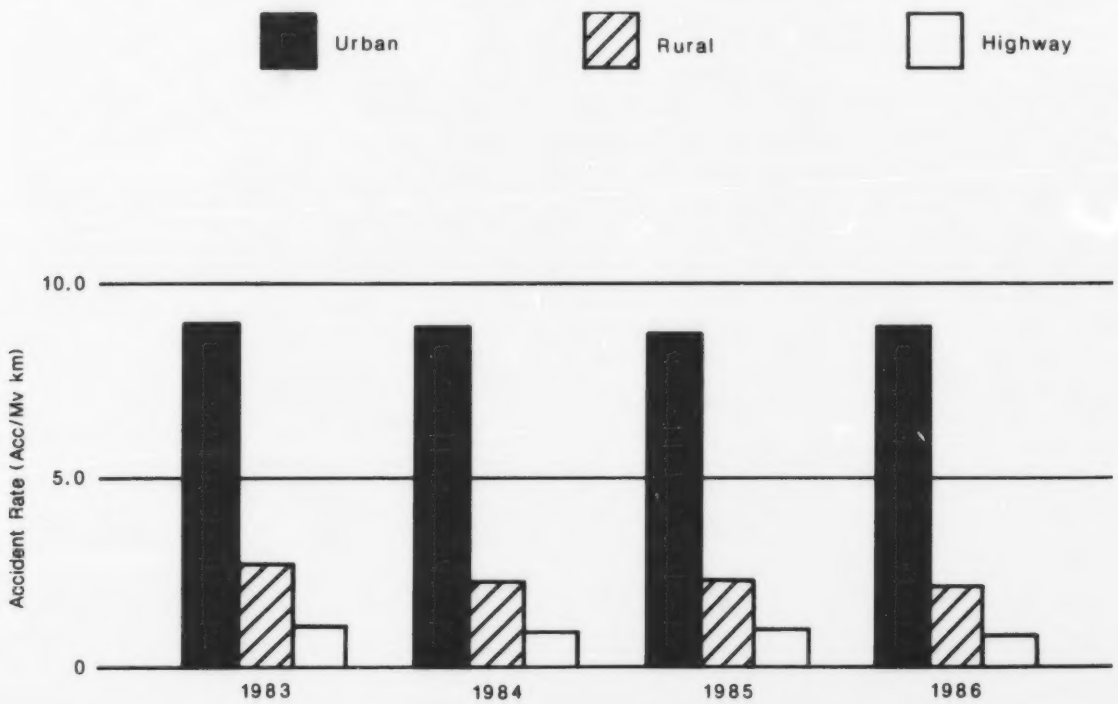
The branch is responsible for developing and monitoring sign standards and specifications to ensure that municipal signing conforms to the Canadian standards. New signs, signing techniques and materials are evaluated and adopted for use on the municipal road system.

Railway Crossing Signalization

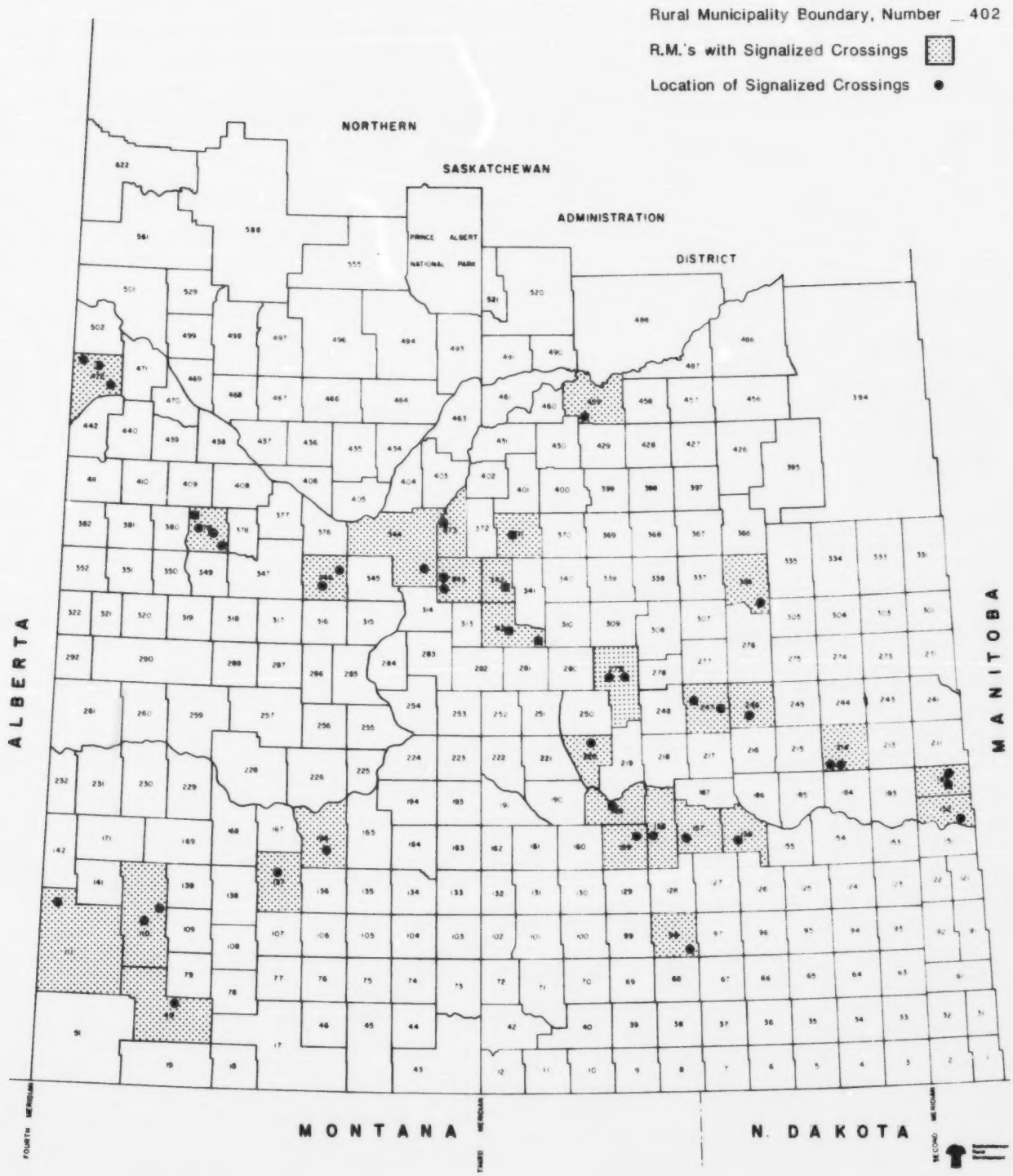
During 1986-87, this branch co-ordinated the site inspections of four municipal road-railway crossing locations to determine the need for automatic signal protection. The Canadian Transport Commission has approved two locations for signalization and a decision is pending on two locations.

To date there are forty-three municipal road railway crossings that have automatic protection.

Trends in Accident Rate By Road System



SASKATCHEWAN
RURAL MUNICIPALITIES
Signalized Railway Crossings
on the Municipal Road System



Rural Municipal Roads — 1986

Severity of Accidents by Month

	Number of Cases				Number of Victims						
Month	Property Damage	Personal Injury	Fatal	Total	Injured	Killed	Single Vehicle Accidents	Motorcycle Accidents	Bicycle Accidents	Pedestrian Accidents	Estimated Damage
Unknown	0	3	0	3	4	0	3	0	0	0	$ 13,000
January	196	29	1	226	41	1	193	0	0	0	633,821
February	162	40	1	203	51	1	169	0	0	0	609,296
March	136	25	7	168	68	8	148	0	0	0	530,295
April	171	61	3	235	89	3	205	2	0	0	729,272
May	240	82	3	325	128	3	271	2	0	0	977,425
June	309	126	4	439	204	4	388	6	0	1	1,213,000
July	240	99	9	348	169	11	299	7	0	0	1,261,172
August	323	111	11	445	181	11	372	8	0	2	1,216,126
September	258	81	1	340	141	1	284	3	0	1	982,659
October	392	122	5	519	194	7	464	1	0	1	1,610,241
November	296	49	4	349	83	5	297	0	0	0	926,129
December	195	38	1	234	60	1	202	0	0	1	535,549
Grand Cum.	**2,918**	**866**	**50**	**3,834**	**1,413**	**56**	**3,295**	**29**	**0**	**6**	**$11,237,985**

Fatalities by Road System

Year	1981	1982	1983	1984	1985	1986
Highways	139	118	126	105	100	130
Rural	67	61	53	61	48	56
Urban	49	52	39	44	46	42
Other	7	9	17	11	20	17
Total	**262**	**240**	**235**	**221**	**214**	**245**

Injuries by Road System

Year	1981	1982	1983	1984	1985	1986
Highways	2,266	2,155	1,967	1,822	1,984	1,883
Rural	1,772	1,598	1,477	1,421	1,465	1,413
Urban	4,350	4,510	4,597	4,453	4,820	5,249
Other	272	253	221	208	196	284
Total	**8,660**	**8,516**	**8,262**	**7,904**	**8,465**	**8,829**

Ferry Services

Fifteen cable ferries were in operation during the 1986-87 ferry season, ten on the South Saskatchewan River, four on the North Saskatchewan River and one on the Saskatchewan River.

Ferry service commenced on the South Saskatchewan River at the Lancer Ferry crossing on April 2 and on the North Saskatchewan River at the Lloydminster Ferry crossing on April 21. Riverhurst Ferry operates across Lake Diefenbaker. It commenced service on April 13 and continued until December 30. The Cumberland House Ferry crossing, located on the Saskatchewan River, commenced service on April 28 and continued until November 10. The Lloydminster Ferry ceased operation on October 11, 1986 due to the opening of the Meridian Bridge.

The private sector was contracted during the year to carry out all necessary construction and maintenance programs under the supervision of two crew maintenance supervisors.

The total cost of operations, maintenance and improvements ending March 31, 1987 was $1,595,581.20.

Ferries in Operation — Fiscal Year 1986-87

Ferry	Sec.	Twp.	Rge.	Mer.
South Saskatchewan River:				
Estuary	11	23	28	3
Lemsford	10	24	23	3
Lancer	28	23	21	3
Riverhurst	32	22	7	3
Clarkboro	1	39	4	3
Hague	31	41	2	3
St. Laurent	16	44	1	3
Fenton	5	47A	25	2
Birch Hills	25	48	24A	2
Weldon	33	48	22	2
North Saskatchewan River:				
Lloydminster	25	53	28	3
Paynton	2	47	20	3
Wingard	7	46	3	3
Cecil	22	49	24	2
Saskatchewan River:				
Cumberland House	Lat. 53° 55′	Long. 102° 16′		

Periods of Ferry Services for 1986

Ferry	Service Commencement	Service Suspended	Days Not Operating
South Saskatchewan River			
Estuary	April 5, 1986	November 7, 1986	0
Lemsford	April 8, 1986	November 7, 1986	0
Lancer	April 2, 1986	November 8, 1986	0
Riverhurst	April 13, 1986	December 30, 1986	0
Clarkboro	April 22, 1986	November 9, 1986	1
Hague	April 22, 1986	November 9, 1986	0
St. Laurent	April 28, 1986	November 8, 1986	0
Birch Hills	May 1, 1986	November 8, 1986	0
Weldon	April 29, 1986	November 8, 1986	0
Fenton	April 29, 1986	November 8, 1986	0
*North Saskatchewan River			
Lloydminster	April 21, 1986	October 11, 1986	12
Wingard	April 22, 1986	November 7, 1986	12
Cecil	April 22, 1986	November 7, 1986	9
Paynton	April 22, 1986	November 4, 1986	10
Saskatchewan River			
Cumberland House	April 26, 1986	November 10, 1986	0

*Ferry closures on the North Saskatchewan River was due to flooding in July and August.

Ferry Traffic 1986-1987

File No.	Ferry Name	Number of Cars	Number of ½-Ton Trucks	Number of Trucks	Number of Buses	Number of Tractors	Number of Self-Propelled Machinery	Total Number of Vehicles
616	Birch Hills	3,063	3,259	285	4	63	13	6,687
670	Cecil	4,596	8,110	1,345	11	407	348	14,817
618	Clarkboro	15,625	14,606	1,100	16	198	65	31,610
728	Cumberland House	6,539	11,666	1,130	32	121	120	19,608
695	Estuary	2,241	6,549	662	1	468	95	10,016
603	Fenton	4,553	5,604	908	2	208	39	11,314
613	Hague	7,154	6,695	778	0	467	525	15,619
665	Lancer	2,931	4,581	317	11	34	11	7,885
685	Lemsford	8,311	7,211	1,579	254	118	199	17,672
706	Lloydminster*	26,546	27,019	2,468	116	146	149	56,444
653	Paynton	8,660	10,973	8,914	33	147	65	28,792
657	Riverhurst	19,154	17,323	3,762	56	91	66	40,452
620	St. Laurent	12,709	11,287	1,003	571	153	132	25,855
696	Weldon	10,527	14,928	2,356	6	781	104	28,702
624	Wingard	4,097	4,324	939	71	211	194	9,836
	Total	**136,706**	**154,135**	**27,546**	**1,184**	**3,613**	**2,125**	**325,309**

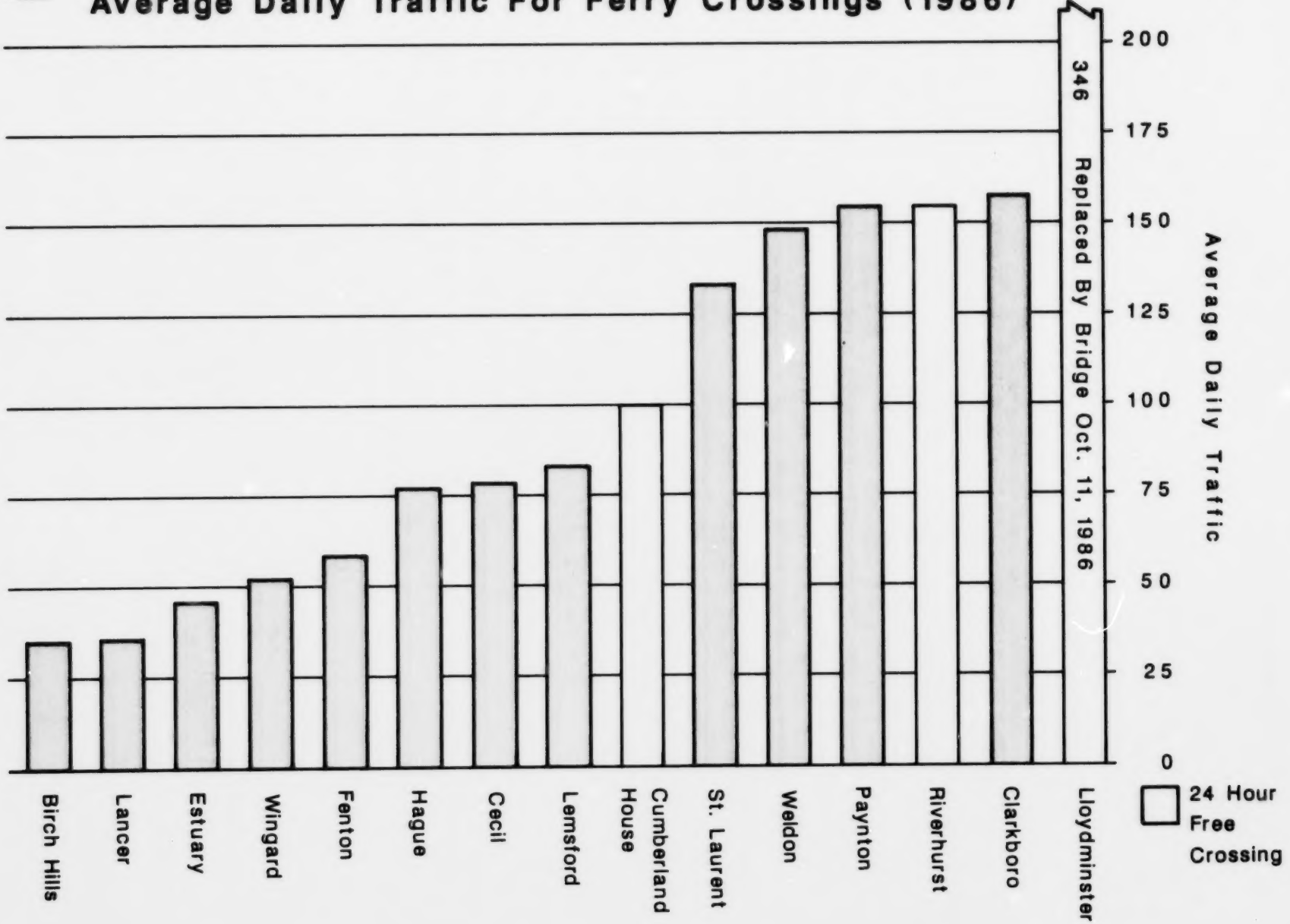
Summary:

Cars	136,706
½-Ton Trucks	154,135
Trucks	27,546
Buses	1,184
Tractors	3,613
Self-Propelled	2,125

*Lloydminster ferry closed October 11, 1986 due to the opening of Meridian Bridge.

Saskatchewan
Rural
Development

Average Daily Traffic For Ferry Crossings (1986)



Bridge Services

The Bridge Services Branch administers a program under which technical and financial assistance is provided to rural municipalities for the construction and maintenance of municipal bridges within their jurisdiction.

Technical assistance consists of carrying out inspections, engineering designs, determining load carrying capacities and providing recommendations on bridge problems.

Financial assistance is provided at rates varying from 20% to 80% for bridges from 6 m to 30 m in length. For bridges greater than 30 m in length, all construction and maintenance costs are borne by the Department.

During the 1986-87 fiscal year, project expenditures totalled 2.3 million. Financial assistance was provided to 86 rural municipalities on 122 projects. As in the past, priority was given to bridge projects on designated roads, such as primary grid, grid and main farm access, because of the greater traffic volumes and to co-ordinate the bridge construction with the new road construction. However, approximately 58% of the total expenditures were made for projects on local municipal roads.

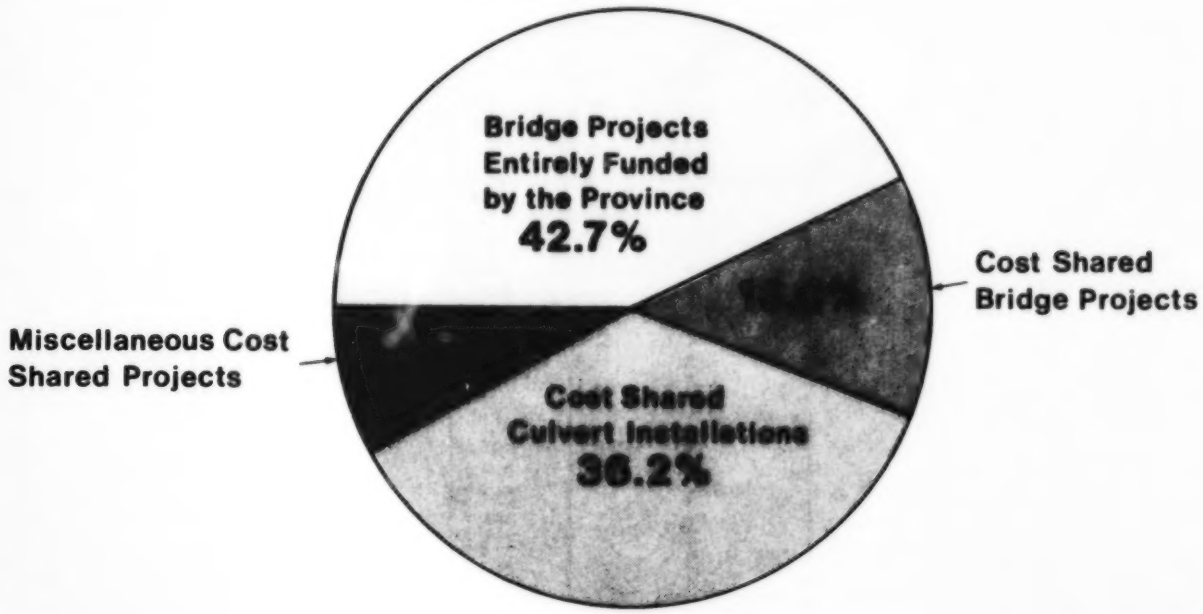
The replacement and maintenance of larger substandard bridges was again given considerable emphasis as approximately 43% of the total expenditures were made on larger bridge projects with the Department paying 100% of the costs for these projects.

Under the direction of the Bridge Services Branch, construction and repair for the majority of municipal bridges was carried out by the bridge construction crews of Saskatchewan Highways. Culvert installations were carried out either with municipal equipment or by road construction contractors under the supervision of district staff.

Because of the present economic advantage, the use of corrugated steel culverts in lieu of bridges continued to be a popular choice, particularly in view of the availability of helical corrugated steel culverts.

During the 1986-87 fiscal year, 186 bridge inspections were carried out by the branch, with corresponding reports and recommendations being forwarded to the municipalities. In addition to the design of new drainage structures, work also included making construction and repair arrangements. Design and construction arrangements were also provided for 5 projects undertaken by the Saskatchewan Water Corporation and 1 project undertaken by Indian and Northern Affairs Canada.

Bridge Program Expenditures (1986-87)



Summary of Bridge Program (1986-87)

Construction — Large Bridges (100% Funded)

Rural Municipality	Location	Description
Lomond No. 37	On a municipal road, south of Maxim over Long Creek.	3 span bridge, 36 m long, concrete and timber.
Redburn No. 130	On a municipal road, southeast of Drinkwater over Moose Jaw Creek.	3 span bridge, 45 m long, concrete and timber.
Eagle Creek No. 376	On a main farm access road, southeast of Arlee over Eagle Creek.	3 span bridge, 36 m long, concrete and timber.
Willow Creek No. 458	On a municipal road, southeast of Brooksby over the Leather River.	3 span bridge, 36 m long, concrete and timber.
Meadow Lake No. 588	On a municipal road, northeast of Meadow Lake over the Meadow River.	3 span bridge, 54 m long, concrete, steel and timber.

Total — 5 Larger Bridges

Construction — Standard Pile Bridges

Spans & Total Length	No. of Projects
1 span, 12 metres	1
1 span, 18 metres	1
3 spans, 24 metres	1
Total — Standard Pile Bridges —	**3**

Bridge Maintenance Projects

Total Length	No. of Projects
6 metres	7
12 metres	8
15 metres	1
18 metres	6
21 metres	2
24 metres	2
30 metres	1
36 metres	2
60 metres	1
76 metres	1
Total Repair Projects —	**31**

Construction — Large Corrugated Steel Culverts

Culvert Diameter	No. of Projects
2000 mm	7
2200 mm	5
2400 mm	6
2700 mm	8
3000 mm	7
3670 mm	1
3990 mm	1
4300 mm	1
4610 mm	1
6680 x 3990	1
7112 x 4699	1
Total — Large Culverts —	**39**

Miscellaneous Bridge Projects

Description	No. of Projects
Small Culverts in lieu of bridges	20
Low Level Crossings	2
Erosion Protection	4
Pave Decks	2
Channel Improvements	1
Guardrail Repair	1
Culvert Extensions	2
Total Miscellaneous Projects —	**32**

Financial assistance was also provided on the remaining costs for 12 projects previously undertaken.

Road Services

The Road Services Branch consists of a Director and two Regional Managers located in Regina, with six district offices located throughout the province. The Regional Managers supervise the east region consisting of the Weyburn, Yorkton and Prince Albert districts, with the Swift Current, Saskatoon and North Battleford districts making up the west region.

The Road Services Branch of the Department of Rural Development provides technical and financial assistance to municipalities for the construction, oil surfacing and maintenance of designated roads according to program eligibility.

The designated road programs administered by the branch include the following:

Grid Roads — this program, consisting of an all-weather road system of inter-connecting municipal roads, initially began in 1956 with 19,000 km and later expanded to 26,000 km. Although construction was completed by April, 1976, maintenance assistance is still provided on 18,700 km.

Primary Grid Roads — this program began officially in 1977 and consists of 8,711 km of the more important grid and main farm access roads. Construction and oil surfacing assistance are available for all primary grid roads.

Main Farm Access Roads — this program of 30,156 km began in 1967 as a secondary grid system to provide all-weather access roads to as many farm sites as possible.

Regional Park Roads — designated roads to regional parks are eligible for construction and oil surfacing assistance.

Oil and Industrial Access Roads — this program provides assistance for those roads carrying a large amount of traffic associated with the oil or other industries.

Resort Roads — this program provides assistance for roads that carry a substantial amount of tourist traffic, particularly during the summer months.

Indian Reserve Access Roads — this program began in 1979 and provides assistance for construction of access roads to Indian Reserves.

Indian Reserve Roads — this program involves designated roads on Indian Reserves. Construction costs are shared between the federal and provincial governments.

Engineering services are available through six district offices located in North Battleford, Saskatoon, Prince Albert, Yorkton, Weyburn and Swift Current.

Design and Engineering

The district engineering staff of the Department carried out alignment surveys, drainage, special and related construction surveys in 231 rural municipalities, 6 urban municipalities and 5 Indian Reserves. Complete road designs and construction engineering were provided on 33.7 km in 14 rural municipalities.

A total of 1,422.2 km of road designs were submitted by consulting engineers to district offices for checking and approval by our staff.

Pavement designs for 28.1 km were also reviewed and approved for the Heavy Haul-High Volume road program.

Construction

During this season, 241 rural municipalities constructed a total of 1,213.9 equivalent kilometres of designated roads. This total is made up of 506.7 km of primary grid, 657.5 km of main farm access, 4.8 km of regional park, 23.2 km of resort, 18.3 km of industrial access and 3.4 km of Indian Reserve access roads.

The excavation price of projects tendered in 1986 varied from a low of 70¢/m^3 in the Weyburn district to a high of $1.50/$m^3$ in the Yorkton district, with a provincial average of 90.8¢/m^3. The average cost of construction on roads built to a main farm access standard was $17,900/km and the average cost of construction for primary grid roads was $21,700/km.

The average cost of construction contracts tendered in 1986 amounted to $88,900 per contract.

Total construction during 1986 in all programs increased to 1,550 km from 1,487 km the previous year.

During 1986 the Prince Albert district supervised the installation of two large structural plate horizontal ellipse culverts. Each culvert was the most economical alternative for bridge replacements on major creeks.

In the R.M. of Tisdale #427, a 7,112 mm x 4,699 mm culvert 25.0 m long was installed in a municipal road over the Horsehide Creek. It replaced an 80 ft. timber bridge which was in very poor condition.

The culvert was supplied and erected by Armco-Westeel Inc. and installed by Don Irving Construction of Sylvania, Sask. The total cost of the project was $106,100.

The R.M. of Star City #428 installed a 6,680 mm x 3,990 mm horizontal ellipse culvert, 24.4 m long on a main farm access road over Melfort Creek, with municipal equipment. The total cost of this project was $77,823.

Prince Albert district staff provided daily inspection and supervision on both of these, and several other large culvert installations.

Reconstruction

During the 1986 season, 83 R.M.s reconstructed the equivalent of 336.5 km of the designated road system. This reconstruction is made up of 247.7 km of grid, 52.6 km of main farm access, 31.0 km of industrial access road, 4.1 km of regional park road and 0.3 km of resort road. The number of kilometres reconstructed continues to increase each year.

Heavy Haul and High Volume Road Program

Effective June, 1985 this program was introduced to service industries in rural municipalities. During the year, 53.2 km were constructed and 28.1 km surfaced under this program. Municipalities in each district participated in the program in 1986.

Participation was particularly high in the heavy oil areas in the North Battleford district. Five rural municipalities constructed 31.9 km under the program.

In the Swift Current district a project involving the R.M. of Swift Current #137 and the City of Swift Current resulted in grading and paving on 2.0 km. Serving industries along the south side of the railway in the city, this road carries up to 580 vehicles per day.

North of Bruno, in the Saskatoon district, 11.9 km were paved at a cost of $920,000. Hog and turkey producers, a concrete plant, grain, feed and gravel haul generate a significant portion of the 500 vehicles per day using this industrial road.

The first Heavy Haul project in the Yorkton district was constructed in the R.M. of Edenwold #158. Grading and paving were carried out on 2.8 km at a cost of $330,000.

Oil Surfacing

56.4 km of oil surfacing were completed under the Primary Grid and Regional Park programs. 14 R.M.s participated in the two programs.

The cost of oil surfacing in 1986 averaged $35,325/km.

Regravel Program

In 1986 the department introduced a program to assist municipalities on the cost of regravelling the designated road systems. The department paid 50% of the cost to apply up to 100 yd^3 of gravel per mile on all constructed designated roads.

291 municipalities participated, regravelling 30,531 km of designated roads at a total cost of $8,628,178.

Oil Surfacing Maintenance

In 1986, 96 rural municipalities and 65 urban municipalities were eligible to receive oil surfacing maintenance assistance on roads surfaced under the Primary Grid or Regional Park programs. 50% assistance was paid to rural and urban municipalities on a total expenditure of $1,600,690 for oil surfacing maintenance.

Regular Maintenance

In 1986, 626.4 km of road were eligible to receive maintenance assistance of $180/km, 2,416.3 km were eligible to receive $130/km and 21,176.5 km were eligible to receive $90/km for maintenance on constructed roads in the grid, primary grid, regional park, resort and industrial access programs. In addition, 23,628.2 km of main farm access road were eligible to receive $60/km for maintenance assistance. The department paid a total of $3,722,501 in road maintenance grants to municipalities.

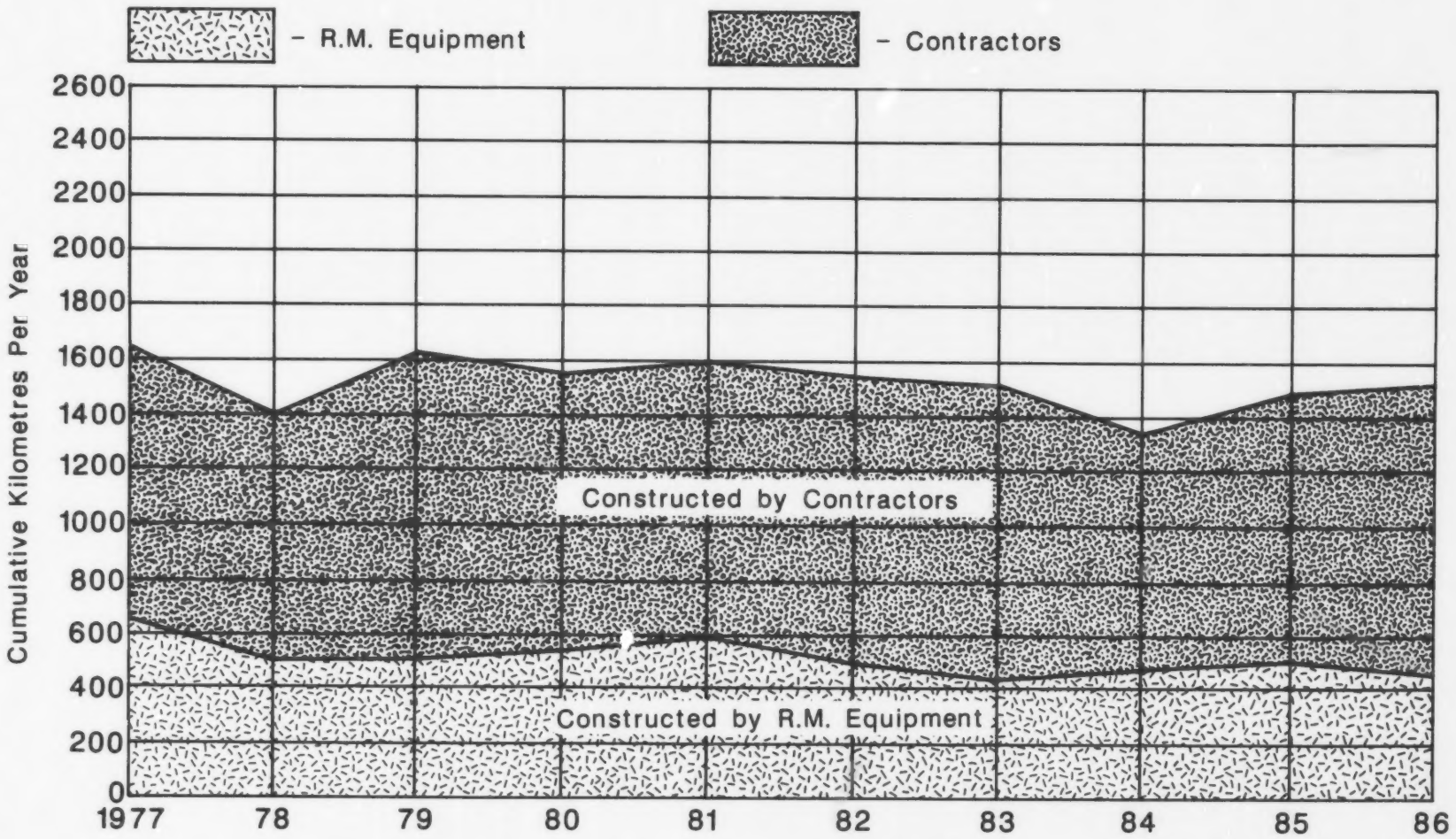
All 299 R.M.s were eligible for assistance under the above maintenance programs. As well, 231 cities, towns and villages were eligible for maintenance assistance on 250.5 km under the same road programs.

Roads on Indian Reserves

The department assisted on the construction of 8.0 km of primary grid and 4.3 km of main farm access road on five Indian Reserves. As well, 0.4 km of grid road were reconstructed on three Indian Reserves in 1986.

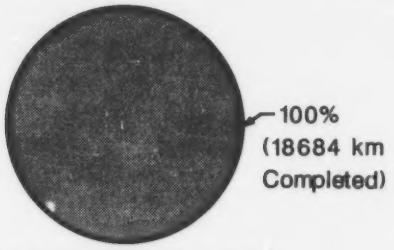
In 1986, 41 Indian Reserves were eligible to receive regular maintenance assistance on 371.3 km of primary grid, resort and grid roads.

Annual Construction – All Programs

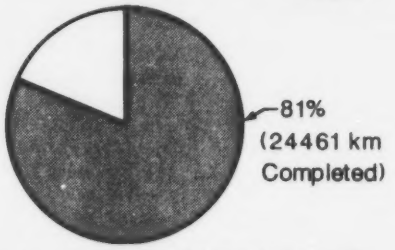


Completion Status of Designated Road Programs to the year ending March 31, 1987

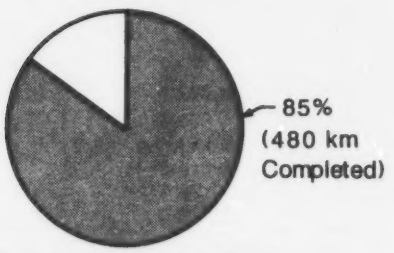
Percentage Completed



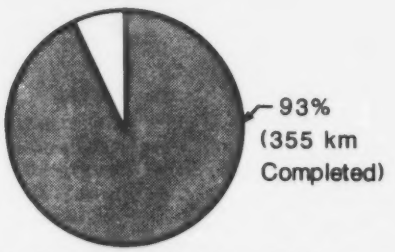
Grid Road (18684 km Total)



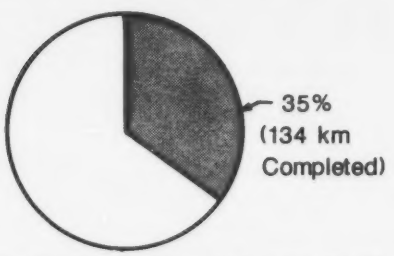
Main Farm Access Road (30156 km Total)



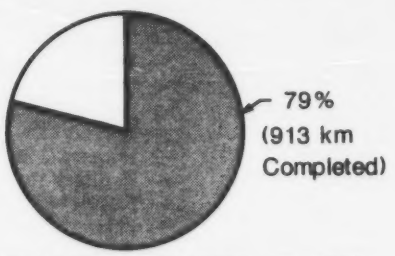
Resort Road (565 km Total)



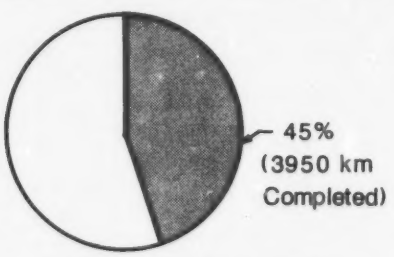
Regional Park Road (382 km Total)



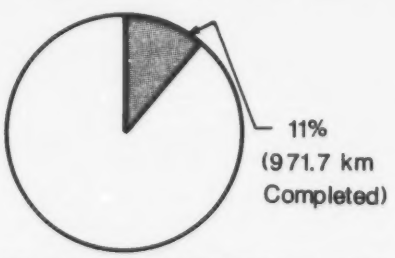
Surfaced Regional Park Road (382 km Total)



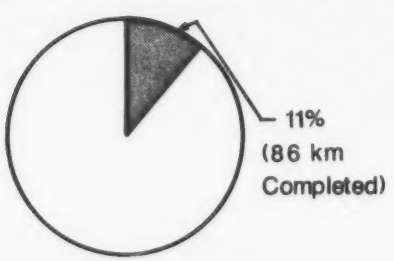
Industrial Access Road (1162 km Total)



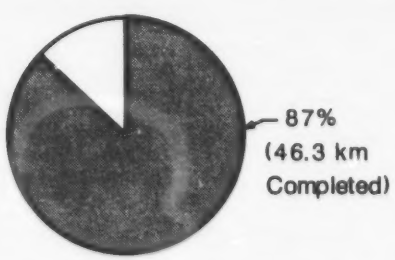
Primary Grid Road (8711 km Total)



Surfaced Primary Grid Road (8711 km Total)



Heavy Haul – High Vol. Road (812 km Total)
Grading



Indian Reserve Access Road (53 km Total)

Summary of Road Statistics

Programs	Equivalent in system Constructed to March 31, 1987	Equivalent km Constructed in 1986-87	Estimated km Remaining to Construct March 31, 1987
Construction			
— Grid	18,684.0	—	—
— Main Farm Access	24,461.0	653.2	5,821.5
— Regional Park	354.9	4.8	68.0
— Resort	480.1	23.2	88.6
— Industrial Access	913.3	18.3	230.5
— Indian Reserve Access	46.3	3.4	6.6
— Primary Grid	3,624.6	459.7	5,265.5
— Primary Grid/Regional Park	250.1	29.2	—
— Primary Grid/Resort	33.8	—	—
— Primary Grid/Industrial Access	41.6	9.8	—
— Urban Access	—	—	—
Subtotal	**48,889.7**	**1,201.6**	**11,480.7**
— Grid/Indian Reserve	338.6	—	—
— Main Farm Access/Indian Reserve	138.6	4.3	245.4
— Resort/Indian Reserve	4.2	—	—
— Primary Grid/Indian Reserve	28.5	8.0	30.1
Subtotal	**509.9**	**12.3**	**275.5**
Totals	**49,399.6**	**1,213.9**	**11,756.2**
Reconstruction			
— All Programs	2,385.7	336.5	N/A
Oil Surfacing			
— Grid	239.0	—	—
— Main Farm Access	65.5	—	—
— Primary Grid	821.1	42.4	7,891.4
— Primary Grid/Regional Park	123.5	2.2	—
— Primary Grid/Industrial Access	26.0	—	—
— Regional Park	134.0	11.8	241.7
— Resort	9.3	—	—
— Industrial Access	11.2	—	—
Subtotal	**1,429.6**	**56.4**	**8,133.1**
— Primary Grid/Indian Reserve	1.1	—	57.8
Totals	**1,430.7**	**56.4**	**8,190.9**
Heavy Haul and High Volume			
— Construction	86.3	53.2	726.1
— Surfacing	40.8	28.1	771.6

Kilometres Oil Surfaced in Year Ending March 31, 1987

Road Program		100%	Equiv.
Regional Park	4 R.M.s 4 R.P.s	11.0	0.5
Regional Park (Urban)	2 R.M. 2 R.P.	0.3	0.0
Primary Grid	9 R.M.s	33.2	8.3
Primary Grid (Urban)	1 R.M. 1 Town	0.9	0.0
Primary Grid-Regional Park	1 R.M. 1 R.P.	2.2	0.0
Total		**47.6**	**8.8**

Total Kilometres Oil Surfaced to March 31, 1987

Road Program		100%	Equiv.	Oil Surfaced km Remaining in System
Grid	42 R.M.s	407.8	0.0	229.3
Grid (Urban)	24 R.M.s 25 Towns	15.1	0.0	9.7
Grid — Indian Reserve	1 R.M. 1 I.R.	1.1	0.0	0.0
Main Farm Access	9 R.M.s	33.9	0.0	60.9
Main Farm Access (Urban)	7 R.M.s 7 Towns	3.5	0.0	4.6
Regional Park	44 R.M.s 39 R.P.s	205.3	0.5	126.0
Regional Park (Urban)	11 R.M.s 11 R.P.s	6.6	0.0	8.0
Resort	4 R.M.s	7.2	0.0	9.3
Resort (Urban)	1 R.M. 1 Town	2.5	0.0	0.0
Industrial Access	3 R.M.s	22.5	0.0	11.2
Primary Grid	66 R.M.s	633.7	8.3	780.8
Primary Grid (Urban)	44 R.M.s 48 Towns	35.2	0.0	40.3
Primary Grid Indian Reserve	1 R.M. 1 I.R.	0.0	0.0	1.1
Primary Grid Regional Park	23 R.M.s 17 R.P.s	156.3	0.0	119.4
Primary Grid Regional Park (Urban)	7 R.M.s 7 R.P.s	2.9	0.0	4.1
Primary Grid Industrial Access	2 R.M.s	14.0	0.0	25.3
Primary Grid Industrial Access (Urban)	1 R.M. 1 Town	0.7	0.0	0.7
Total		**1,548.3**	**8.8**	**1,430.7**

Reconstruction in the Year Ending March 31, 1987

		Grading (km)		Gravelling (km)	
Road Program		100% Complete	Partial Construction (Equiv. km)	100% Complete	Partial Gravel (Equiv. km)
Grid	114 R.M.s	201.6	46.1	64.2	219.9
Grid (Urban)	2 R.M.s 2 Towns	0.3	0.1	0.8	0.0
Grid — Indian Reserve	2 R.M.s 3 I.R.s	0.0	0.4	0.0	9.6
Main Farm Access	39 R.M.s	50.7	1.9	21.7	36.4
Regional Park	4 R.M.s 4 R.P.s	1.6	2.5	1.6	6.5
Resort	1 R.M.	0.3	0.0	0.0	0.2
Industrial Access	6 R.M.s	19.7	11.3	5.7	8.1
Total		**274.2**	**62.3**	**94.0**	**280.7**

Total Reconstruction to March 31, 1987

Road Program		Grading (km) 100% Complete	Grading (km) Partial Construction (Equiv. km)	Gravelling (km) 100% Complete	Gravelling (km) Partial Gravel (Equiv. km)
Grid	225 R.M.s	1,995.1	50.9	1,642.4	258.9
Grid (Urban)	18 R.M.s 19 Towns	13.3	0.0	13.0	0.2
Grid — Indian Reserve	4 R.M.s 7 I.R.s	47.8	7.2	55.8	0.0
Main Farm Access	95 R.M.s	222.5	4.0	158.6	45.1
Main Farm Access (Urban)	1 R.M. 1 Town	0.1	0.0	0.1	0.0
Main Farm Access Indian Reserve	1 R.M. 1 I.R.	1.0	0.0	1.0	0.0
Regional Park	8 R.M.s 8 R.P.s	23.5	2.3	20.2	4.3
Resort	6 R.M.s	10.3	0.0	10.0	0.2
Industrial Access	15 R.M.s	45.0	14.5	27.8	10.0
Urban Access	2 R.M.s	14.4	0.0	14.4	0.0
Primary Grid	2 R.M.s	0.8	0.0	0.8	0.0
Total	*	**2,373.8**	**78.9**	**1,944.1**	**318.7**

*Of the equivalent 2,452.7 km of designated road reconstructed to date, 2,385.7 km remain in the system.

Heavy Haul and High Volume Road Program
Kilometres Oil Surfaced in Year Ending March 31, 1987

Road Program		100%	Equiv.
Heavy Haul and High Volume	8 R.M.s	22.7	5.4

Heavy Haul and High Volume Road Program
Total Kilometres Oil Surfaced to March 31, 1987

Road Program		100%	Equiv.	Oil Surfaced km Remaining in System
Heavy Haul and High Volume	11 R.M.s	35.4	5.4	40.8

Heavy Haul and High Volume Road Program
Total Reconstruction to March 31, 1987

		Grading (km)		Gravelling (km)	
		100% Complete	Partial Construction (Equiv. km)	100% Complete	Partial Gravel (Equiv. km)
Heavy Haul and High Volume	14 R.M.s	35.6	17.6	16.6	21.5

Heavy Haul and High Volume Road Program
Reconstruction in the Year Ending March 31, 1987

		Grading (km)		Gravelling (km)		
		100% Complete	Partial Construction (Equiv. km)	100% Complete	Partial Gravel (Equiv. km)	Reconst. km Remaining in System
Heavy Haul and High Volume	12 R.M.s	69.5	16.8	42.3	20.0	86.3

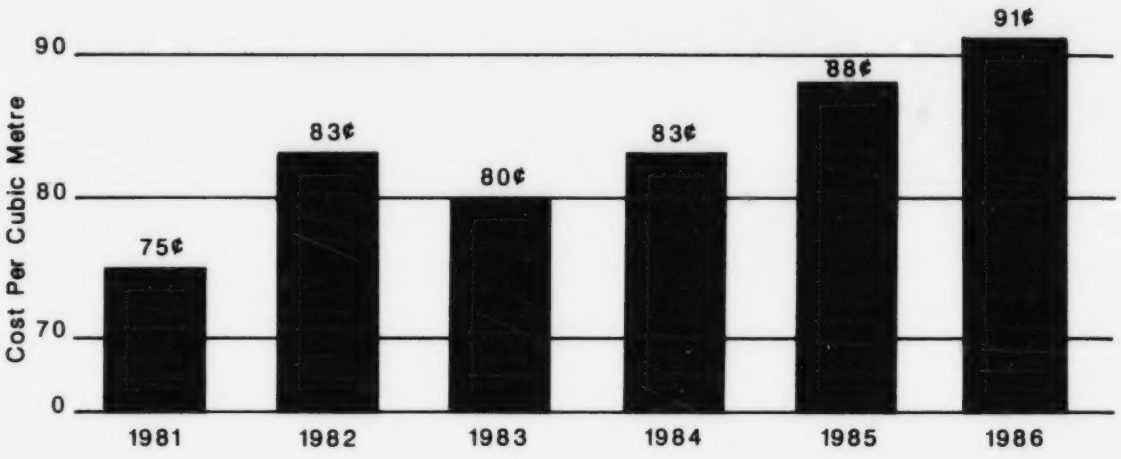
Total Construction to March 31, 1987

Road Program		Grading (km) 100% Complete	Grading (km) Partial Construction (Equiv. km)	Gravelling (km) 100% Complete	Gravelling (km) Partial Gravel (Equiv. km)	Constructed km Remaining in System
Grid	298 R.M.s	26,047.1	0.0	26,031.5	3.4	18,596.4
Grid (Urban)	165 R.M.s					
	224 Towns/Villages	195.6	0.5	199.4	0.0	87.6
Grid — Indian Reserve	34 R.M.s					
	49 I.R.s	408.4	0.0	408.4	0.0	338.6
Main Farm Access	298 R.M.s	24,375.9	384.0	23,040.7	1133.3	24,376.0
Main Farm Access (Urban)	98 R.M.s					
	109 Towns/Villages	84.4	3.0	78.3	4.2	85.0
Main Farm Access — Indian Reserve	23 R.M.s					
	29 I.R.s	126.4	0.0	110.4	10.2	138.6
Regional Park	63 R.M.s					
	56 R.P.s	173.5	0.3	153.0	13.6	345.7
Regional Park (Urban)	14 R.P.s					
	15 Towns/Villages	3.9	0.0	3.1	0.7	9.2
Resort	74 R.M.s	500.2	24.8	501.4	28.4	475.6
Resort (Urban)	9 R.M.s					
	9 Towns/Villages	7.4	0.0	7.4	0.0	4.5
Resort — Indian Reserve	2 R.M.s					
	2 I.R.s	4.2	0.0	4.2	0.0	4.2
Industrial & Oil Access	61 R.M.s	807.5	17.6	781.8	31.9	911.0
Industrial & Oil Access (Urban)	3 R.M.s					
	3 Towns	2.0	0.0	2.0	0.0	2.3
Urban Access	13 R.M.s	79.1	0.0	79.1	0.0	0.0
Urban Access (Urban)	6 Towns/Villages	4.2	0.0	4.2	0.0	0.0
Indian Reserve Access	11 R.M.s	43.2	3.1	43.1	1.8	46.3
Primary Grid	221 R.M.s	2,990.4	114.2	2,241.1	567.3	3,567.9
Primary Grid (Urban)	67 R.M.s					
	73 Towns	34.6	0.5	31.1	1.9	56.7
Primary Grid Regional Park	32 R.M.s					
	24 R.P.s	145.5	9.9	137.2	9.9	244.3
Primary Grid Regional Park (Urban)	10 R.M.s					
	10 Towns	0.7	0.0	0.7	0.0	5.8
Primary Grid Resort	3 R.M.s	18.4	7.8	26.6	0.0	33.8
Primary Grid Industrial Access	6 R.M.s	39.3	0.0	38.7	0.0	40.9
Primary Grid Industrial Access (Urban)	2 R.M.s					
	2 Towns	1.5	0.0	1.5	0.0	0.7
Primary Grid Indian Reserve	4 R.M.s					
	4 I.R.s	23.3	4.1	22.9	0.0	28.5
Total		**56,116.7**	**569.8**	**53,947.8**	**1,806.6**	**49,399.6**

Construction in the Year Ending March 31, 1987

Road Program		Grading (km)		Gravelling (km)	
		100% Complete	Partial Construction (Equiv. km)	100% Complete	Partial Gravel (Equiv. km)
Grid	2 R.M.s	0.0	0.0	0.0	0.8
Main Farm Access	207 R.M.s	501.9	147.2	57.8	659.6
Main Farm Access (Urban)	12 R.M.s				
	12 Towns	1.8	2.3	0.4	2.4
Main Farm Access Indian Reserve	3 R.M.s				
	3 I.R.s	3.0	1.3	0.8	5.8
Regional Park	6 R.M.s				
	6 R.P.s	3.4	0.3	0.2	3.8
Regional Park (Urban)	2 R.M.s				
	2 R.P.s	1.1	0.0	1.1	0.1
Resort	15 R.M.s	12.7	10.5	8.6	14.6
Industrial Access	19 R.M.s	10.7	6.1	7.3	25.3
Urban Access (Urban)	1 R.M.				
	1 Town	1.5	0.0	1.5	0.0
Indian Reserve Access	3 R.M.s	3.4	0.0	0.0	3.2
Sub Total		**539.5**	**167.7**	**77.7**	**715.6**
Primary Grid	131 R.M.s	378.0	81.1	28.2	450.4
Primary Grid (Urban)	4 R.M.s				
	4 Towns	0.6	0.0	0.1	0.6
Primary Grid Regional Park	7 R.M.s				
	7 R.P.s	20.3	8.6	13.8	10.0
Primary Grid Regional Park (Urban)	1 R.M.				
	1 R.P.	0.3	0.0	0.3	0.0
Primary Grid Resort	1 R.M.	0.0	0.0	0.0	1.2
Primary Grid Industrial Access	2 R.M.s	9.8	0.0	3.3	5.9
Primary Grid Indian Reserve	2 R.M.s				
	2 I.R.s	3.2	4.8	3.2	4.2
Sub Total		**412.2**	**94.5**	**48.9**	**472.3**
Total		**951.7**	**262.2**	**126.6**	**1,187.9**

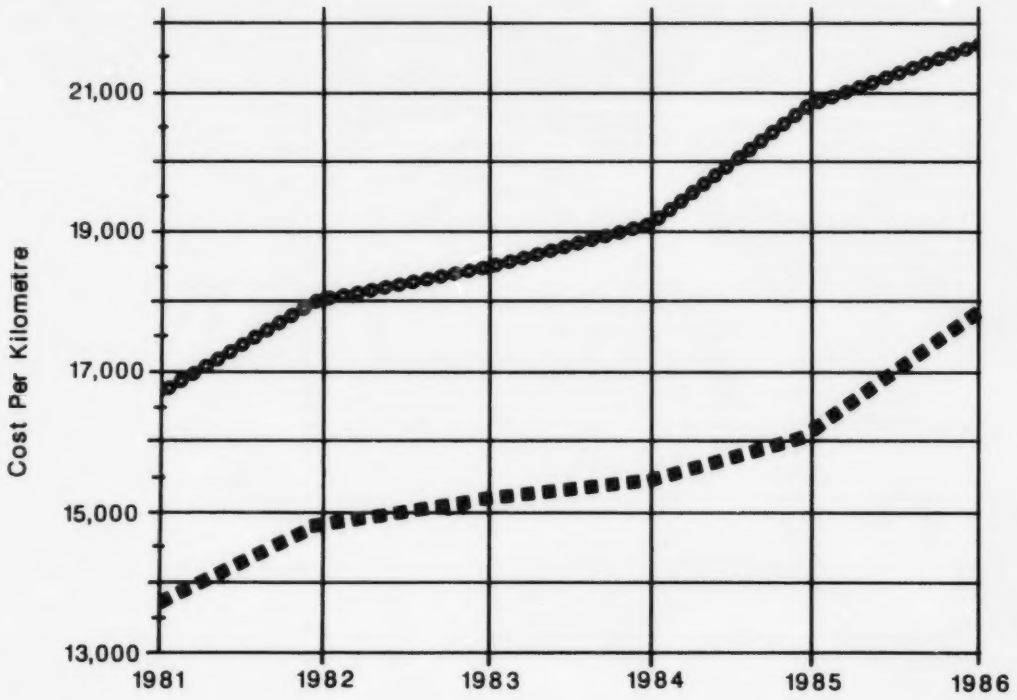
Average Annual Cost of Excavation
(Tendered Contracts)



Average Annual Construction Costs

Primary Grid

Main Farm Access



Rural Development 1986 Grant Structure for Designated Roads

Type of Road	Construction	Extra Assistance	Maintenance Assistance	Reconstruction Assistance	Oil Surfacing Assistance	Remarks
Grid	Grid construction program discontinued as of April 1, 1976.	N/A	Maximum of $90.00 per km where traffic volume is 150 v.p.d. or less. A maximum of $130 per km where traffic volume exceeds 150 v.p.d. to a maximum of 250 v.p.d. A maximum of $180 per km where traffic volume exceeds 250 v.p.d. Maintenance grants paid on the basis of field reports.	Basic main farm access percentage. Extra 15% on costs over $9,000 per km. Grant earned forms part of construction allocation for designated roads.	N/A	Regravelling assistance 50% of actual costs for a maximum of 48 m³/km. Accounts required.
Main Farm Access	Basic main farm access percentage. Based on equalization grant formulae. Varies from 40% to 60%.	Basic main farm access percentage. (a) Extra 15% on costs over $3,000 per km. (b) Extra 10% on costs over $6,000 per km.	Maximum of $60.00 per km. Maintenance grants paid on basis of field reports. Accounts not required.	Basic main farm access percentage. Extra 15% on costs over $9,000 per km. Grant earned forms part of construction allocation for designated roads.	N/A	Basic percentage may vary from year to year. Regravelling assistance. (Same as Grid)
Primary Grid	Varies from 50% to 70%. Main farm access percentage for individual municipality, plus 10% for construction to full primary grid standards. Main farm access percentage for individual municipality for construction to partial primary grid standards.	Extra 15% on costs over $9,000 per km for construction to full primary grid standards.	For subgrade and right-of-way maintenance, it is the same as 'Grid'. 50% assistance for oil surface maintenance.	(Same as under 'Construction' and 'Extra Assistance').	(Same as under 'Construction' and 'Extra Assistance').	Regravelling assistance (Same as Grid).
Roads on Indian Reserves	Rural Development pays 100% of initial construction and gravel. Province reimbursed 80%. Applies to main farm access, primary grid and resort.	N/A	Maximum of $60.00 per km divided between surfaced maintenance and right-of-way maintenance. Maximum of $70 per km on designated locations where traffic volume exceeds 150 v.p.d. Maintenance grants paid on basis of field reports. Accounts not required.	(Same as under 'Construction').	Primary grid only. (Same as R.M.)	Grant earned does not form part of construction allocation for designated roads. Regravelling assistance same as for construction maximum 140 m³/km.
Indian Reserve Access	Rural Development pays 80% of initial construction and gravel.	N/A	(Same as M.F.A.)	N/A	N/A	Regravelling Assistance (Same as Grid).

Rural Development 1986 Grant Structure for Designated Roads

Type of Road	Construction	Extra Assistance	Maintenance Assistance	Reconstruction Assistance	Oil Surfacing Assistance	Remarks
Industrial Access (Include Oil Access)	Basic main farm access percentage.	(a) Plus 20%. (b) Extra 15% on costs over $3,000 per km. (c) Extra 10% on costs over $6,000 per km. (d) Maximum Rural Development share 80%.	(Same as Grid)	Basic main farm access percentage, plus 20%. Extra 15% on costs over $9,000 per km. Maximum Rural Development share 80%.	N/A	Regravelling Assistance (Same as Grid)
Resort	Basic main farm access percentage.	(a) Plus 15%. (b) Extra 15% on costs over $3,000 per km. (c) Extra 10% on costs over $6,000 per km. (d) Maximum Rural Development share 90%.	(Same as Grid)	Basic main farm access percentage plus 15%. Extra 15% on costs over $9,000 per km. Maximum Rural Development share 90%.	N/A	Regravelling Assistance (Same as Grid)
Regional Park Access	Basic main farm access percentage.	(a) Plus 30%. (b) Extra 15% on costs over $3,000 per km. (c) Extra 10% on costs over $6,000 per km. (d) Maximum Rural Development share 90%.	(Same as Grid for sub-grade and right-of-way) 50% assistance for the maintenance of oil surface.	Basic main farm access percentage plus 30%. Extra 15% on costs over $9,000 per km. Maximum Rural Development share 90%.	(Same as under 'Construction' and 'Extra Assistance').	Regravelling Assistance (Same as Grid)
Heavy Haul-High Volume	Basic main farm access percentage on incremental costs.	Plus 20% on incremental costs.	For subgrade and right-of-way, same as Grid. 50% assistance for oil surface maintenance.	N/A	(Same as under 'Construction' and 'Extra Assistance')	Grant earned does not form part of construction allocation for designated roads. Regravelling Assistance (Same as Grid)
Towns and Villages	70% assistance for all designated roads.	N/A	(Same as Grid) M.F.A. Roads receive the same assistance as in rural municipalities.	(Same as under 'Construction').	Primary grid and regional park access only. (Same as under 'Construction'). Recommend towns and villages co-operate with R.M. for oil surfacing maintenance.	Regravelling Assistance (Same as Grid)

Rural Development 1986 Grant Structure for Designated Roads

Type of Road	Construction	Extra Assistance	Maintenance Assistance	Reconstruction Assistance	Oil Surfacing Assistance	Remarks
Bridges	(a) Bridges over 30.5 metres in length: 100%. (b) Bridges 6 metres to 24.4 metres in length: Standard bridge assistance rate from 20% to 80% determined from formula based on number of bridge units and assessment, (e.g.) 20% – assess. of $815,000/unit or greater. For bridges on designated roads, assistance at the higher of standard bridge rate or appropriate main farm access rate, plus 10% for bridges on primary grid.	Bridges 24.4 metres to 30.5 metres are eligible for Extra construction assistance.	(a) Bridges over 30.5 metres in length: 100%. (b) Bridges 6 metres to 24.4 metres in length: R.M. pays first $200. Assistance on balance of costs at standard bridge assistance rate. For bridges on designated roads, assistance at the higher of the standard bridge rate or appropriate main farm access rate, plus 10% for bridges on primary grid.	N/A	N/A	Grant earned does not form part of construction allocation for designated roads.

Municipal Management and Finance

The main function of the Branch is to provide consultative and review services to elected and appointed rural municipal officials in all aspects of municipal law, administration and accounting.

These services are provided by mail, telephone and during periodic visits to municipal offices, during which time municipal records are inspected. Specific problems and alleged improper conduct of municipal operations are investigated. A report on each visit is subsequently prepared for submission to the Minister and to the Reeve of the rural municipality. The report indicates any deficiencies and recommends remedial procedures to improve municipal administration.

During the year detailed reviews of the records maintained by 33 municipal administrators applying for a Class "A" or Superior "A" Certificate of Qualification were conducted for the Board of Examiners. Members of the branch also conducted 127 routine reviews of municipal records and made 58 advisory calls at municipal offices. 39 special interviews were conducted with municipal officials and 16 council meetings were attended. Staff members expended 55 days attending conventions of the S.A.R.M. and the R.M.A.A. Municipal bylaws and tax cancellations submitted for Ministerial approval were processed and fidelity bonds for all rural municipal treasurers were monitored.

The Supervisor of Boundaries processed Orders for 10 Organized Hamlets and reviewed the boundaries of all rural municipalities. Orders for adjustments of boundaries for 2 municipalities were processed.

Where rural municipalities are unable to obtain the services of qualified administrators, the branch reviews each application and makes recommendations concerning the issue of permits to those rural municipalities employing unqualified persons as administrators.

During the year, the report of the Ministers Committee on Rural Law Reform was received. As a result, drafting instructions were prepared.

Annual financial statements, submitted by municipal auditors, and other financial reports for all 299 rural municipalities are monitored to evalute financial strength, identify statutory and administrative deficiencies and determine where assistance is required to ensure adequate financing of municipal programs. Information obtained from these sources is compiled for report to Statistics Canada.

The following statistical schedules have been prepared from the information contained in the 1985 financial statements of rural municipalities.

Balance Sheet of the Revenue Funds (In Dollars)
Rural Municipalities of Saskatchewan

Assets

	1985	1984	1980
Cash	40,779,944	41,481,648	22,158,787
Receivable	51,060,969	34,875,669	29,457,251
Investments	1,259,374	768,580	1,499,952
Loans and Advances	397,467	369,860	301,737
Tangible Assets	4,911,684	4,955,370	3,415,030
Other Assets	699,049	452,942	504,353
Total	**99,108,487**	**82,904,069**	**57,337,110**

Liabilities and Surplus

	1985	1984	1980
Short Term Borrowings	6,658,312	3,372,898	4,922,287
Payables	7,288,249	5,967,973	6,133,702
Other Liabilities	15,822,963	9,136,126	4,850,902
Assets Valuation Allowances	1,970,150	1,801,865	1,890,840
Reserves	14,668,499	11,684,085	5,461,323
Net Surplus	52,700,314	50,941,122	34,078,056
Totals	**99,108,487**	**82,904,069**	**57,337,110**

Assets and Liabilities

The liquid financial position, which indicates the ability to meet current financial obligations of the revenue fund, was strengthened during the year. 208 rural municipalities had an operating surplus for the year and the operation of 90 rural municipalities resulted in a deficit. One rural municipality had equal revenues and expenditures. Reserves and surpluses continue to be maintained at an adequate level.

Saskatchewan Rural Development appreciates the continued co-operation and assistance received from local authorities, including the appointed municipal administrators, in dealing with municipal problems and supplying information for this segment of the annual report.

Financial Statistics (In Dollars)
Rural Municipalities of Saskatchewan

Statement of Revenue

	1985	1984	1980
Taxes	94,384,549	88,970,997	62,352,338
Grants in Lieu of Taxes	1,785,719	1,961,478	1,024,971
Services to other Governments	121,626	96,972	41,826
Sales of Services	2,672,732	2,252,619	1,818,583
Other Revenues from own Sources	8,034,197	7,169,664	5,147,027
Unconditional Grants	16,780,166	16,756,502	12,467,652
Conditional Grants	35,087,607	26,597,779	22,012,705
Other Transactions	5,062,287	3,280,145	2,895,711
Total	**163,928,883**	**147,086,156**	**107,760,813**

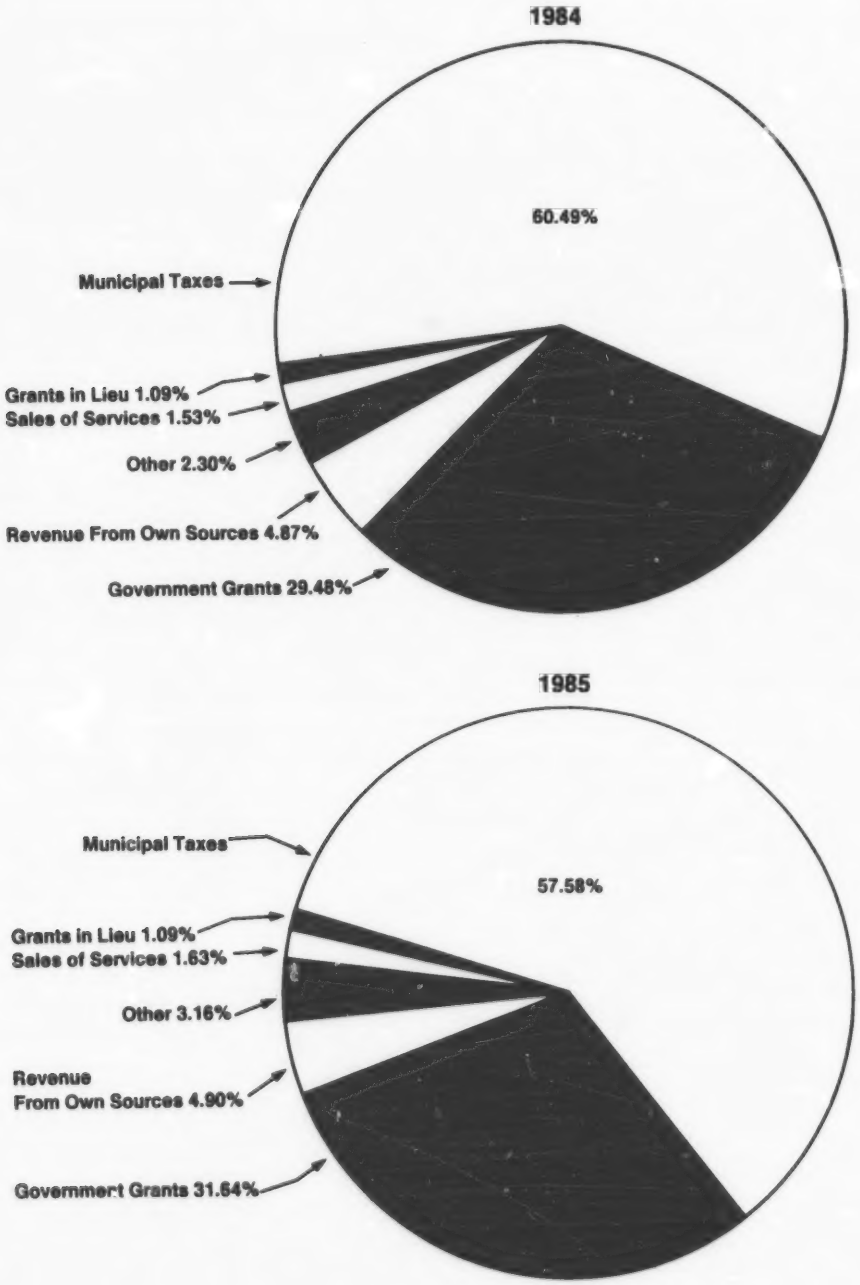
Statement of Expenditures

	1985	1984	1980
General Government Services	19,305,073	17,725,472	12,609,069
Protective Services	4,804,797	2,242,012	1,930,902
Transportation Services	104,097,392	87,794,357	70,008,046
Environmental Health Services	647,374	658,973	392,269
Health and Welfare Services	674,758	729,690	512,806
Environmental Development Services	1,469,385	1,387,948	922,761
Recreation and Cultural Services	2,923,459	2,408,691	1,659,024
Fiscal Services	27,282,451	25,132,096	16,847,960
Total	**161,204,689**	**138,079,239**	**104,882,837**
Net Surplus for the Year	**2,724,194**	**9,006,917**	**2,877,976**

Revenues and Expenditures

General revenues and expenditures increased in 1985. The total combined revenues of all rural municipalities for the year 1985 exceeded the combined expenditures by $2,724,194 dollars. Provisions for reserves exceeded transfers from reserves and surplus by $1,710,433. Surpluses on 1985 operations amounted to $53,175,086.

Revenues for Rural Municipalities



Expenditures for Rural Municipalities